

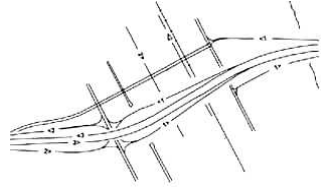
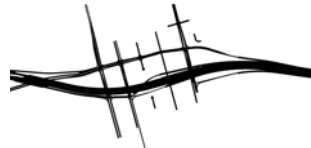
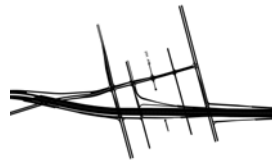




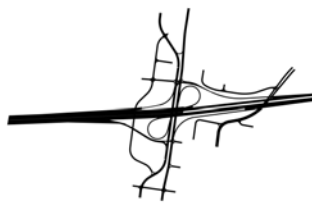
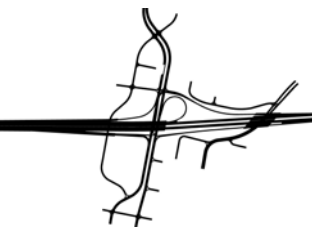


| Interchange Location | Existing Interchange Type   | Proposed Interchange Type  | Proposed Interchange Features  | Findings   |   | Recommendations |
|----------------------|---|--|--|--|---|-----------------|
|                      |   |  |  | Engineering  | Environmental/Socio-Economic  |                 |
| 23rd Avenue          |  |    | <ul style="list-style-type: none"> <li>Minor improvements to I-74 ramp terminals and intersections</li> </ul>  | <ul style="list-style-type: none"> <li>Existing design features meet current standards and provide acceptable capacity and traffic operations in design year</li> </ul>  | <ul style="list-style-type: none"> <li>Improvements can be constructed within existing right-of-way</li> </ul>  | Carry Forward   |
| Downtown Moline      |  |  |  |  |   |                 |
| Option M1            |   |    | <ul style="list-style-type: none"> <li>Improve I-74 ramps to/from south at 7<sup>th</sup> Avenue; remove ramps to/from north at 7<sup>th</sup> Avenue</li> <li>Construct new ramps to/from north at 6<sup>th</sup> Avenue</li> <li>Widen and convert 6<sup>th</sup> Avenue to two-way street</li> <li>Close 5<sup>th</sup> Avenue under I-74</li> <li>Improve ramps to/from north at River Drive</li> </ul>  | <ul style="list-style-type: none"> <li>Provides acceptable capacity and traffic operations in design year</li> <li>Provides improved connection to IL 92 for eastbound traffic</li> </ul>  | <ul style="list-style-type: none"> <li>Would have least right-of-way requirements</li> <li>Relatively low property impacts and displacements</li> </ul>           | Carry Forward   |
| Option M2            |   |   | <ul style="list-style-type: none"> <li>Improve I-74 ramps to/from south at 7<sup>th</sup> Avenue; remove ramps to/from north at 7<sup>th</sup> Avenue</li> <li>Construct new ramps to/from north at 6<sup>th</sup> Avenue</li> <li>Construct new north-south connector roadway east of I-74</li> <li>Close 5<sup>th</sup> Avenue under I-74</li> <li>Improve ramps to/from north at River Drive</li> </ul>   | <ul style="list-style-type: none"> <li>Provides acceptable capacity and traffic operations in design year</li> <li>Provides improved connection to IL 92 for eastbound traffic</li> <li>Less desirable operational features for new SB I-74 to WB IL 92 ramp at 6<sup>th</sup> Avenue</li> </ul> | <ul style="list-style-type: none"> <li>Would require moderate amount of new right-of-way</li> <li>Relatively low property impacts and displacements</li> </ul>    | Dismiss         |
| Option M3            |   |  | <ul style="list-style-type: none"> <li>Improve I-74 ramps to/from south at 7<sup>th</sup> Avenue; remove ramps to/from north at 7<sup>th</sup> Avenue</li> <li>Construct new ramps to/from north at 6<sup>th</sup> Avenue and 4<sup>th</sup> Avenue</li> <li>Widen and convert 6<sup>th</sup> Avenue to two-way street west of I-74</li> <li>Close 5<sup>th</sup> Avenue under I-74</li> <li>Improve ramps to/from north at River Drive</li> </ul> | <ul style="list-style-type: none"> <li>Provides acceptable capacity and traffic operations in design year</li> <li>Provides direct connections to existing IL 92 one-way pair</li> <li>Optimizes traffic circulation in downtown Moline</li> </ul>   | <ul style="list-style-type: none"> <li>Would require greatest amount of new right-of-way</li> <li>Relatively higher property impacts and displacements</li> </ul> | Carry Forward   |

**TABLE 2-2a**  
Interchange Options Evaluation

| Interchange Location       | Existing Interchange Type   | Proposed Interchange Type  | Proposed Interchange Features  | Findings   |   | Recommendations |
|----------------------------|---|--|--|--|---|-----------------|
|                            |   |  |  | Engineering  | Environmental/Socio-Economic  |                 |
| <b>Downtown Bettendorf</b> |  |  |  |  |   |                 |
| Option B1                  |   |    | <ul style="list-style-type: none"> <li>Relocate NB exit and SB entrance ramps from State Street to Grant Street</li> <li>Provide full-access diamond type interchange at Grant Street</li> <li>Widen and convert Grant Street to two-way street vicinity of the interchange</li> <li>Eliminate NB entrance and SB exit ramps at Kimberly Road</li> <li>Relocate State Street under I-74 to the south and convert to two-way street</li> <li>Close Brown Street and Mississippi/Holmes under I-74</li> </ul>  | <ul style="list-style-type: none"> <li>A single access location within Bettendorf would reduce unfamiliar driver confusion within the downtown area</li> <li>Design features would meet current standards</li> <li>Provides acceptable capacity and traffic operations in design year</li> </ul>   | <ul style="list-style-type: none"> <li>Would have least right-of-way requirements</li> </ul>  | Carry Forward   |
| Option B2                  |   |    | <ul style="list-style-type: none"> <li>Provide improved partial cloverleaf AB interchange at Grant Street with a connection to State Street</li> <li>Maintain US 67 one-way pair</li> <li>Maintain existing State Street SB entrance ramp; eliminate State St. NB exit ramp</li> <li>Eliminate NB entrance and SB exit ramps at Kimberly Road</li> <li>Realign State Street under I-74</li> <li>Close Brown Street and Mississippi/Holmes under I-74</li> </ul>  | <ul style="list-style-type: none"> <li>Access to US 67 EB would be via local connector roads resulting in indirect travel patterns</li> <li>Undesirable vertical grade and ramp merge design on State Street SB entrance ramp due to proximity to river bridge main span</li> <li>Less desirable exit loop-type ramp for NB exit</li> </ul>  | <ul style="list-style-type: none"> <li>Would require greatest amount of new right-of-way</li> <li>Disproportionately high property impacts and displacements</li> </ul>         | Dismiss         |
| Option B3                  |   |  | <ul style="list-style-type: none"> <li>Relocate NB exit and SB entrance ramps from State Street to Grant Street</li> <li>Create single access point in Bettendorf via a full access partial cloverleaf interchange at Grant Street with entrance loop-type ramps in NW and SE quadrants</li> <li>Widen and convert Grant Street to two-way street in vicinity of the interchange</li> <li>Eliminate NB entrance and SB exit ramps at Kimberly Road</li> <li>Relocate State Street under I-74 to the south and convert to two-way street</li> <li>Close Brown Street and Mississippi/Holmes under I-74</li> </ul> | <ul style="list-style-type: none"> <li>A single access location within Bettendorf would reduce unfamiliar driver confusion within the downtown area</li> <li>Design features would meet current standards</li> <li>Provides acceptable capacity and traffic operations in design year</li> <li>Entrance loop-type ramps in the NW and SE quadrants would allow free flow traffic flow from Grant Street onto I-74 and significantly improve traffic operations along Grant Street</li> </ul> | <ul style="list-style-type: none"> <li>Would require relatively large amount of new right-of-way</li> <li>Disproportionately high property impacts and displacements</li> </ul> | Dismiss         |
| Option B4                  |   |  | <ul style="list-style-type: none"> <li>Relocate NB exit and SB entrance ramps from State Street to Grant Street</li> <li>Create single access point in Bettendorf via full access partial cloverleaf interchange at Grant Street with entrance loop-type ramp in NW quadrant</li> <li>Widen and convert Grant Street to two-way street in vicinity of the interchange</li> <li>Eliminate NB entrance and SB exit ramps at Kimberly Road</li> <li>Relocate State Street under I-74 to the south and convert to two-way street</li> <li>Close Brown Street and Mississippi/Holmes under I-74</li> </ul>            | <ul style="list-style-type: none"> <li>A single access location within Bettendorf would reduce unfamiliar driver confusion within downtown area</li> <li>Design features would meet current standards</li> <li>Provides acceptable capacity and traffic operations in design year</li> <li>Entrance loop to I-74 SB would allow free flow traffic flow from Grant Street westbound onto I-74, improving traffic operations along Grant Street</li> </ul>                                     | <ul style="list-style-type: none"> <li>Would require relatively low amount of new right-of-way</li> <li>Relatively low property impacts and displacements</li> </ul>            | Carry Forward   |

**TABLE 2-2b**  
Interchange Options Evaluation

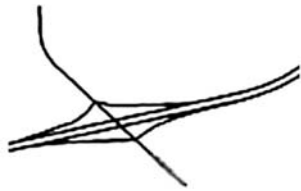
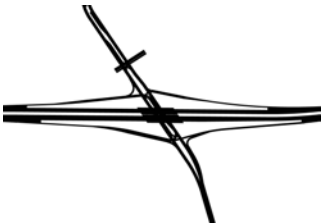
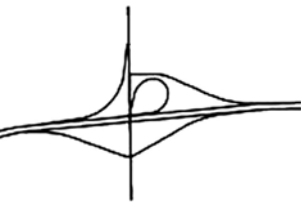
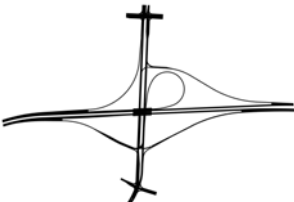
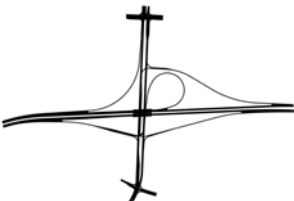
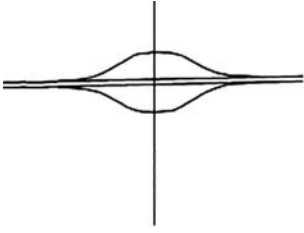
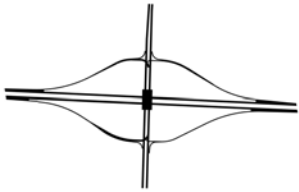
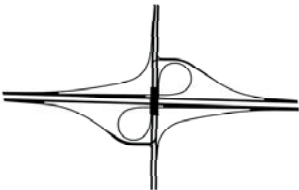
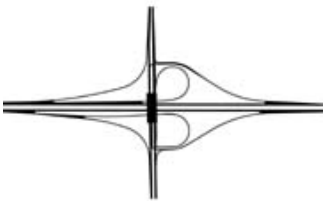
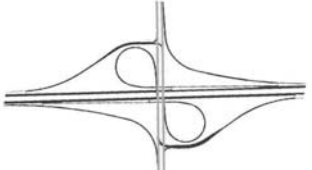
| Interchange Location        | Existing Interchange Type   | Proposed Interchange Type  | Proposed Interchange Features  | Findings   |  | Recommendations |
|-----------------------------|---|--|--|--|--|-----------------|
|                             |   |  |  | Engineering  | Environmental/Socio-Economic   |                 |
| Middle Road                 |  |    | <ul style="list-style-type: none"><li>Minor improvements to I-74 ramp terminals and intersections</li><li>Relocate Duck Creek Plaza entrance to the west</li></ul>   | <ul style="list-style-type: none"><li>Design features meet current standards</li><li>Provides acceptable capacity and traffic operations in design year</li></ul>  | <ul style="list-style-type: none"><li>Improvements can be constructed within existing right-of-way</li></ul> | Carry Forward   |
| US 6<br>(Spruce Hills Road) |  |  |  |  |  |                 |
| Option 1                    |   |    | <ul style="list-style-type: none"><li>Minor improvements to I-74 ramp terminals and intersections</li><li>Widen US 6 through interchange area</li></ul>  | <ul style="list-style-type: none"><li>Design features would meet current standards and provide acceptable capacity and traffic operations in design year</li><li>Would not improve the undesirable spacing between the I-74 east ramp intersection and the Utica Ridge Road intersection</li></ul>           | <ul style="list-style-type: none"><li>Improvements can be constructed within existing right-of-way</li></ul> | Carry Forward   |
| Option 2                    |   |  | <ul style="list-style-type: none"><li>I-74 ramp terminal improvements and ramp intersection improvements</li><li>Realign NB exit and NB entrance ramps to the west</li><li>Widen US 6 through interchange area</li></ul> | <ul style="list-style-type: none"><li>Design features would meet current standards and provide acceptable capacity and traffic operations in design year</li><li>By shifting the I-74 northbound ramps to the west, intersection spacing would be improved enhancing weaving operations along US 6</li></ul> | <ul style="list-style-type: none"><li>Improvements can be constructed within existing right-of-way</li></ul> | Carry Forward   |

TABLE 2-2c  
Interchange Options Evaluation

| Interchange Location | Existing Interchange Type   | Proposed Interchange Type  | Proposed Interchange Features  | Findings  |  | Recommendations |
|----------------------|---|--|--|---|--|-----------------|
|                      |   |  |  | Engineering   | Environmental/Socio-Economic   |                 |
| 53rd Street          |  |  |  |   |  |                 |
| Option 1             |   |    | <ul style="list-style-type: none"> <li>Maintain existing diamond type interchange with minor terminal and intersection improvements</li> <li>Widen 53<sup>rd</sup> Street through interchange area</li> </ul>  | <ul style="list-style-type: none"> <li>Dual left turn lanes would be required to provide acceptable capacity and traffic operations in design year</li> <li>Limited reserve capacity to accommodate traffic growth beyond current 2025 design year forecasts</li> </ul>   | <ul style="list-style-type: none"> <li>Improvements can be constructed within existing right-of-way</li> </ul> | Dismiss         |
| Option 2             |   |    | <ul style="list-style-type: none"> <li>Reconstruct and convert interchange to partial cloverleaf type with entrance loop-type ramps in NW and SE quadrants</li> <li>Improve ramp intersections</li> <li>Widen 53<sup>rd</sup> Street through interchange area</li> </ul> | <ul style="list-style-type: none"> <li>Dual entrance ramps would provide better traffic operations than single entrance ramps</li> <li>Loop ramps would eliminate need for left turns onto I-74, improving traffic operations along 53<sup>rd</sup> Street</li> </ul>   | <ul style="list-style-type: none"> <li>Improvements can be constructed within existing right-of-way</li> </ul> | Carry Forward   |
| Option 3             |   |  | <ul style="list-style-type: none"> <li>Reconstruct and convert interchange to partial cloverleaf type with entrance and exit loops in NW and NE quadrants</li> <li>Improve ramp intersections</li> <li>Widen 53<sup>rd</sup> Street through interchange area</li> </ul>  | <ul style="list-style-type: none"> <li>Loop ramps would eliminate left turns for two of the highest traffic movements within the interchange</li> <li>NB to WB exiting loop traffic will stop at a signalized intersection. This will eliminate a potential weaving conflict between the loop ramps</li> <li>Undesirable exit loop-type ramp for NB to WB exit</li> <li>Dual entrance and exit ramps would provide better traffic operations than single ramps</li> </ul> | <ul style="list-style-type: none"> <li>Improvements can be constructed within existing right-of-way</li> </ul> | Carry Forward   |
| Option 4             |   |  | <ul style="list-style-type: none"> <li>Reconstruct and convert interchange to partial cloverleaf type with exit loops in NW and SE quadrants</li> <li>Improve ramp intersections</li> <li>Widen 53<sup>rd</sup> Street through interchange area</li> </ul>               | <ul style="list-style-type: none"> <li>Less desirable exit loop-type ramps</li> <li>Loop ramps would improve crossroad operations</li> </ul>  | <ul style="list-style-type: none"> <li>Improvements can be constructed within existing right-of-way</li> </ul> | Dismiss         |

**TABLE 2-2d**  
Interchange Options Evaluation